



THE WEEK IN MOTOR CIRCLES

—WITH TRADE AND OWNER—



VAST DEPOSIT OF POTASH FOUND IN OREGON BY MINING MAGNATE

Product is Known as One of Germany's Minerals Kept From America Due to War—Cole Car Used in Trail to Region Which Promises to Be One of Importance in Future—Malheur County Rich in Mineral Products

Almost simultaneous with the appearance of a German submarine merchantman on our Eastern shores, bearing a cargo of dyes from that country so long hemmed in by Britain's watchful ships, comes word of the discovery of a vast deposit of potash in the basin of Malheur Lake, south of Burns, Ore. Potash, be it known, is one of Germany's products which have been bottled up by England's naval blockade and its scarcity has threatened disaster to more than one American industry depending on it for the manufacture of its products.

The startling arrival in this country of an under-the-sea carrier, which promised to open up mercantile transportation between the United States and blockaded Germany, however, has not dampened in the slightest the optimism of a group of prospectors headed by the official heads of Idaho and Oregon, who are now investigating the Oregon potash deposits. It is their opinion that the hardy German sailors will never need to risk their lives on the ocean's bed in an effort to bring potash to this country. It is planned to place the Oregon mineral at the disposal of American manufacturers. In other words, more potash will be available for our own use and at a lower price than ever before the war.

Discovery Made

The first information concerning the Oregon potash deposit under Malheur Lake came from Harry Wilson, a Caldwell, Idaho, businessman and successful mine owner. Chemical analysis of the water of the lake and other tests made by experts indicate that the potash deposits in that district are the largest in the Western hemisphere. All of those who engaged in the research work urged that immediate steps be taken to drain the lake and thereby gain access to this valuable and important mineral.

With this in view a prospecting party was organized, headed by Governor Withcombe, Secretary of State Olcott, State Treasurer Kay, Attorney General Brown and State Engineer Lewis, all of Oregon, and Governor Hawley of Idaho, together with a few prominent Chicago capitalists, and a tour was started to secure an assay of the resources under the lake. When the assay has been properly made it is planned to present it to the proper authorities at Washington so as to secure federal assistance in the development of the project.

Trip Made in Cole
The prospecting tour in itself furnished one of the most interesting incidents since the mining booms of several years ago. In order to reach Malheur Lake it was necessary for the party to traverse one of the wildest and most untravelled parts of the Western country. Leaving Caldwell, Idaho, in Cole cars especially adapted for rough travel, the prospectors headed south into Oregon. It was planned to follow a winding route which would take in all of the principal mines in the Snake River and Malheur Lake country. After covering a greater part of the state the party was to go north to Fairbanks, Ore., where it expected to follow the Hood River highway into Portland. At this writing the trip had not been completed and extensive plans were being made for the reception of the prospectors when they reach the city.

From an automobile standpoint considerable interest is also attached to the prospecting tour. Several years ago, the Cole Motor Car Company of Indianapolis sent several cars into the West for testing purposes. Their performance in the rugged sections of that district attracted widespread attention, with the result that when the prospectors decided on the potash tour, Cole Eight cars were selected for the difficult journey.

Pilot Interested

R. P. Henderson, assistant sales manager of the Cole Company, who became acquainted with the project through the selling of the cars for the tour, was given the honor of acting as pilot on the trip. He has made more than one perilous tour through the most trying sections of the West and it was thought he was well qualified for this task. It was expected that two weeks or more would be required for the tour.

"Capitalists everywhere in the West are ready to back the potash project to the limit," said Mr. Wilson, before the tour got under way. "Should everything pan out as we hope it will, the draining of Malheur Lake and the irrigation of the surrounding districts will be almost as sensational an enterprise as the reclamation of Imperial Valley. It will mean great development for a large part of Oregon and for the city of Caldwell, which is a depot point for the entire section roundabout."

AUTO BUYERS MAY PICK THEIR COLORS

The Scripps-Booth Company has evolved a plan which gives car buyers a wide range of color choice while retaining standardization so that cars are not held up in the finishing.

The plan gave the buyer a choice of two standard finishes, blue-black with white trimming and gray, and each month a certain number of bodies are finished in some other color.

A person buying early in the month often has a choice of four finishes as there are occasionally special finished bodies left over from the preceding month.

MOTORCYCLES AGAIN PERMITTED IN R. F. D.

A bill permitting rural free delivery carriers to use motorcycles on their routes recently passed both houses of Congress. About a year ago the postmaster-general issued an order barring motorcycles, but latter modified it to permit the use of motorcycles with side vans. The new law opens up a market for about 10,000 motorcycles.

Hissing Valves.

Of course when you hear hissing that comes from escaping compression you naturally think of valve grinding. But it does not always follow. A small piece of grit may become fastened to a valve head surface and prevent the valve seating tightly, or a variation in stem adjustment by vibration may cause the valve to seat imperfectly and in either case there will be a hissing sound.

BILLIARD TABLE CO. ENTERS AUTO FIELD WITH COMPLETE LINE

The Brunswick-Palke-Collender company of Chicago, New York, San Francisco and Paris, for many years manufacturers of hard rubber sporting goods articles and billiard tables, has greatly increased its rubber factory capacity and announces its entrance into the automobile field with a complete line of automobile rubber parts and accessories—from tires to the smallest rubber unit found on a car.

A newly erected addition to the factory at Muskegon, Mich., will house the manufacture of the Brunswick Skid-Not tire, which will be of the wrapped tread single cure type with black tread and side walls.

The Brunswick-Palke-Collender company has procured J. E. Duffield, formerly western manager for the Thermally Rubber Company, and more recently with the United States rubber interests, to be manager for the entire rubber goods and automobile division.

MOTOR CAR EXHAUST KILLS OUT GOPHERS

At Dallas, Ore., a new way of exterminating gophers was tried and pronounced a success. It consists of using the exhaust from a motor car. A hose is attached to the exhaust pipe of a light car and the apparatus is complete. The other end of the hose is inserted in the mouth of a fresh hole and the hole is then plugged up around the hose with an old rag and a little fine dirt, taking care not to plug up the end of the hose by pushing it into the hole. In a few minutes the gas will begin to come out through other holes a few feet away, and as these holes are plugged up and other ones opened farther away, the gas keeps spreading through the gopher settlement. Then the hose is removed and all holes plugged up and the work is done. The gophers are suffocated right in the holes and never live long enough to come to the surface of the ground or to even open a hole.

Recently a badly infested patch, which contained nearly three acres, was thoroughly treated at the total expenditure of the price of one gallon of gasoline, used in the engine.

A LAMP REPAIR.

John J. Clause, Parkersburg, W. Va., has suggested a novel method of repairing bent headlight rims. If the rim is of nickel and has become bent, the following is suggested as a method of straightening it without difficulty. Remove the rim from the other headlight and pour molten babbitt into the hollow portion of it. This will not injure the nickel finish, it is stated. The hardened babbitt when removed is placed in the damaged rim and a small hammer used for forcing the rim to assume the shape of the babbitt.

MOTOR HONKS

By Otto Horne

Eight Excelsior motorcycles have been disposed of during the past week. Four of them were new machines, while the other four were second-hand cycles.

Gus Schuman, president of the Schuman Carriage Company, is expected to arrive from the coast next week. While on the mainland Schuman has been visiting a number of the automobile houses.

The Schuman Carriage Company reports a number of sales during the past week. The trouble has been that cars could not be obtained. An Overland shipment was received and three Pierce-Arrows have been disposed of. Among those who have purchased Pierce-Arrows are W. H. Shipman of Hilo and S. A. Baldwin.

The Auto Service & Supply Company has received a shipment of Good year tires. The company has been remodeling the place to make room for more stock. Business during the past week was good. Harry Parker, who has made a success at this business, has taken the outside work on his hands and has been meeting with good success. The addition of one new man has given him more time to attend to the sales end on the outside.

REO INCREASES ITS OUTPUT ONE-HALF

The Reo Motor Car Company of Lansing, Mich., has bought out the National Coil Company, which employs about 110 men. The building will be used to extend the manufacturing facilities of the Reo company. Although no figures are given out, it was stated by an official of the Reo Motor Car Company that it has been decided to build 50 per cent more Reo passenger cars for the season 1917. This will probably mean a total production of from 38,000 to 40,000 cars. A proportionate schedule has been adopted by the Reo Motor Truck Company.

WAY TO DETERMINE MOTOR POWER TOLD

The electrical energy required to operate motors, lamps, heaters, etc., may be determined by multiplying the power by the time, provided the power remains constant throughout the entire time. This method of determining the value of the energy cannot be used, however, when the power in the circuit is fluctuating in value as in the case of a motor which is driving a variable load, such as would be found in the ordinary machine shop or in an electric car.

DON'T BREAK SPEED LIMIT FIRST DAY IN NEW CAR

When the coach spots a man that he sizes up for a likely full-back he doesn't rush him into uniform and send him into a hard game all in the same day. Not on your life—it's a case of careful development. The novice's muscles are soft. His wind is bad. If he were put into heavy scrimmage without preliminary "working out" the chances are ten to one he'd go to the hospital in thirty minutes. If he escaped with a whole neck, he'd be so stiff after the fray that he'd probably be ruined for further work on the gridiron.

Yet the first inspiration that comes to the proud possessor of a new automobile is "I wonder what she'll do." And the chances are even that if this is the first car he has owned, he'll head straight for a level stretch of country road and send the speedometer needle running amuck.

This is exactly the worst thing he could do. The car is fresh from the factory. Its parts are stiff. It is not ready for mile-a-minute speed.

The old hand will tell you that best results are to be obtained by starting her in easy. Keep inside the twenty-five mile an hour mark for the first six hundred or a thousand miles. Wait until she's limbered up. Then you can take her out where the road is clear and give her the gun. The harder you drive her the better she'll take it. And there won't be any scored cylinders either.

—CHALMERS CLUEMAN.

WELLS TALKS OF RECENT ACCIDENTS

George Wells, manager of the Royal Hawaiian Garage, local distributors of vacuum cup tires, in speaking of some of the recent automobile accidents which were the direct results of the machines skidding, says: "Motorists should be more careful when driving after recent showers that their cars do not have an opportunity to skid. Our rains are not of sufficient duration to warrant the carrying of skid-chains yet there is danger of skidding unless the car is equipped with the proper type of non-skid tires."

Mr. Wells says the San Francisco police and fire department cars are all equipped with vacuum cup tires which make it impossible for a car to skid on account of the vacuum principle used on the tread.

TIGHTENING NUTS.

In tightening nuts such as those holding the bearing caps in place one nut should be drawn up a little and the opposite nut drawn up an equal amount. It is wrong to fully tighten one nut and then proceed with the other. This will invariably spring the metal and cause poor contact. This same method of tightening should be followed in other parts of the car.

HONOLULU HAS NEW INDUSTRY

Honolulu has a brand new industry. The Automobile Cleaning & Polishing Company has been organized and is now located permanently at Bishop and Merchant streets, where it is engaged in a general automobile cleaning and polishing business.

The manager of the new concern, M. C. Lewis, was formerly connected with the vrn Hamu-Young Company and the Schuman Carriage Company and has also had considerable automobile experience on the mainland.

Mr. Lewis is the patentee of an automobile polish which will quickly bring back the original luster on an old car. It removes the oil and grime without injuring the enamel in any way, and from the demonstrations made, seems to be without any equal on the market. The new company will also conduct a general brokerage business in used cars.

CARE OF THE TOP.

Never fold a top while it is damp or wet, but allow the top to remain open until thoroughly dry. In removing spots do not use gasoline, as in many tops this will have a tendency to dissolve the rubber in the fabric. Most makers recommend good castile soap and water for removing stains. Rub the latter in with a stiff brush, and then wash with clean water. Chloroform is often used for removing stains.

REMOVING CYLINDERS.

When removing or mounting cylinders one person should handle the cylinder and another take care that no injury is done to the pistons or rods. The rods can easily be sprung out of true if the cylinder is not lifted off straight.

MIDLAND TRAIL BOOK

The Midland Trail Association is issuing a new and revised tour book, covering its route. The booklet contains almost 200 pages and many illustrations, maps and descriptions of cities and localities as well as complete running directions.

ANNOUNCEMENT

The Auto Cleaning & Polishing Co. wishes to announce that they are permanently located at Bishop and Merchant streets and prepared to offer automobile owners a genuine service in cleaning and polishing their cars.

A brilliant and lasting luster, dust-proof and water-proof, is guaranteed. Will call for and deliver your car promptly.

Call and see a free demonstration.

Auto Cleaning & Polishing Co.
Bishop and Merchant Streets Phone 1005

Announcement

FRANK COOMBS wishes to inform his customers and the general public that owing to the large increase of his business he has moved to larger and more convenient quarters and is now located at Merchant and Bishop Streets (building formerly occupied by the Schuman Carriage Co.).

An up-to-date Auto Painting and Body Building department will be installed in connection with the Auto Repair and Electrical and Used Car departments.

FRANK COOMBS

Bishop Street

Phone 2182

Gas Engines For All Purposes

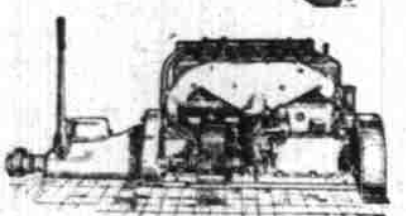
HIGHEST grade. Simplest design. Easiest operated. 1 to 4 cylinder designs. 2 to 30 H. P. Standard and heavy duty types.

When writing for catalogues, state type of engine desired and give details regarding service to be rendered.

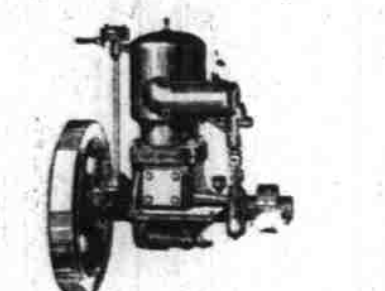
The
**Caille Perfection
Motor Co.**
1554 Caille Street
Detroit, Mich.



Caille Five-Speed Row Boat Motor With Starter



Caille Aristocrat Motor. Has Electric Starter and Electric Lights. 4-Cycle, 4-Cylinder. 314 H. P.



Caille 8 H. P. Unit Power Plant. Reversing Gear on Same Bed as Engine.

FEDERAL TIRES



Under the Blistering Sun

and the terrific heat of road friction, there is a strong sense of security in using

FEDERAL

DOUBLE-CABLE-BASE "RUGGED" & "TRAFFIK" TREAD TIRES

A long slow cure (vulcanization) renders the carcass and tread of these tires unusually tough, cohesive and proof against fabric separation and heat blow-outs. All sizes for standard rims.

Distributed By

Kershner Vulcanizing Co., Ltd.
THE HONOLULU RUBBER WORKS
1175 Alakea Street Phone 2434
'Nothing Counts Like Service'